Lime Kiln Road Bridge
Spanning Shoal Creek
Newton County ↖ Neosho Vicinity
Missouri

HAER MO-5

HAER
MO,
72-NEO.V,
1-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
Department of the Interior
Washington, D.C. 20240

HAER MO, 73-NEO.V, 1-

HISTORIC AMERICAN ENGINEERING RECORD

LIME KILN ROAD BRIDGE
NEWTON COUNTY, MISSOURI

HAER MO-5

Location:	The structure provides a crossing of Shoal Creek in Newton County, Missouri, approximately 2 miles northeast of the City of Neosho, Missouri.
Date of Construction:	The truss span was fabricated in 1882. It was subsequently relocated and modified. Overall rehabilitation was accomplished in about 1950.
Present Owner:	Newton County, Missouri
Present Usage:	Vehicular traffic on a County Road.
Significance:	The truss span was fabricated by The King Iron Bridge Company of Cleveland, Ohio. Original usage was for railway traffic. It was at some time relocated and modified to permit vehicular usage.
Report Prepared By:	Harrington & Cortelyou, Inc. Consulting Engineers Kansas City, Missouri for Newton County, Missouri

Newton County is located in the extreme southwest corner of the State of Missouri. The County is bordered on the west by Oklahoma, and the southern county line is approximately 20 miles north of Arkansas. The structure being documented is known as the Lime Kiln Road Bridge, and provides a County road crossing of Shoal Creek approximately 2 miles northeast of the City of Neosho, Missouri. Usage is limited to one-way traffic.

A thorough search of County and local newspaper records was conducted to determine if any documented facts related to the bridge were available. Unfortunately, no construction plans, records or related information could be found. The data reported herein has therefore been determined through personal knowledge and general observations.

The main portion of the structure consists of a 120 foot steel truss span. The name plates on the trusses indicate fabrication by the King Iron Bridge Company of Cleveland, Ohio in 1882. It is comprised of eight - 15 foot panels and the trusses are spaced at 16 feet - 4 inches center to center. The span has a concrete deck supported on six steel stringers. The clear roadway width is 15 feet between railings. There are two - 40 foot steel stringer spans on the north approach and two - 20 foot - 6 inch steel stringer spans on the south approach. All approach spans have a concrete deck with a 15 foot clear roadway width. All piers and abutments are of concrete construction.

The trusses were initially used in a railroad bridge at some other site. The floor system of the bridge was at some time modified and reconstructed for highway usage and the bridge moved

to its present location. The modification work that is evident on the present supporting stone and concrete piers confirms that this is at least the second bridge to be in service at this crossing. Further reconstruction work has been performed on the structure with the latest modification reportedly being the replacement of a timber roadway deck with a reinforced concrete deck in about 1950. The approach spans at each end of the main truss span are of conventional, steel wide-flange beam design which is in common use today.

The bridge is obsolete and is posted for restricted usage. Construction is underway for a replacement bridge immediately downstream. The replacement structure will be a three-span, precast-prestressed concrete design having a two-lane roadway width and an overall length of 150 feet. Funds for the new bridge and roadway were provided by Newton County, The Ozark Regional Council, Southwest Lime Company, The Ozark Truck Terminal and a matching grant from the Economic Development Administration. Construction will be completed in early 1980.